

**DRAFT FINAL**  
**Socioeconomic Report**  
**for the**  
**2007**  
**Air Quality**  
**Management**  
**Plan**



May 2007

South Coast Air Quality Management District  
*Cleaning the air that we breathe...™*



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**DRAFT SOCIOECONOMIC REPORT  
FOR  
THE DRAFT FINAL 2007 AQMP**

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## PREFACE

The Draft Socioeconomic Report for the 2007 Air Quality Management Plan (AQMP) was released for public comments on April 27, 2007. The Draft Final Socioeconomic Report (Report) herein has incorporated comments received as of May 15, 2007. Additionally, the Report has included recent changes to the 2007 AQMP. The key changes from the Draft Report are summarized below.

Based on further discussions among agencies, enhanced PM controls were proposed by the District staff, and the Southern California Association of Governments (SCAG) submitted two measures to make up for some NO<sub>x</sub> shortfall identified in order to achieve the PM<sub>2.5</sub> federal standard in 2014.

- ◆ Additional PM Reductions by the District

Control Measure BCM-05 (Under-fired Charbroilers) has been incorporated into the Report and is assessed with an average annual cost of \$0.8 million. The enhanced measure will be implemented via a District regulation for both new and existing high-volume commercial cooking operations. The cost of media campaign to limit wood burning on high AQI (Air Quality Index) days during winter has already been reflected in the cost of Control Measure BCM-03 (Wood Burning Fireplaces).

- ◆ Two Goods Movement Control Measures—High Speed Rail Transport System and Truck-only Lanes—by SCAG

Based on SCAG estimates, the average annual cost of High Speed Rail Transport System is estimated to be \$1.3 billion. The cost for Truck-only Lanes is assessed at a container fee of \$60 to \$70 per forty-foot equivalent unit (FEU) plus \$0.86 per mile. Implementation of these two control measures as part of the 2004 Regional Transportation Plan (RTP) will rely on a partnership between public and private entities. It should also be noted that these two measures are transportation projects and are not qualified as transportation control measures (TCMs). As such, costs associated with these two projects are not included in the 2007 AQMP.

The Report has also revised the costs of Control Measures CMB-02 (RECLAIM SO<sub>x</sub>) to correct a computational error and ARB-OFFRD-1 (Marine Vessels) to include ship retrofit costs on domestic-owned vessels only since this Report focuses on impacts to the local economy. The annualized cost of CMB-02 is now estimated to be \$8 million as opposed to \$65 million in the Draft Socioeconomic Report. The removal of foreign-owned ships has brought down the cost of this control measure to \$90 million from \$244 million in the Draft Socioeconomic Report. For the cost projection purpose, it is now assumed that implementation of the NO<sub>x</sub> Black Box would begin in 2021 instead of 2023. As a result, the annualized cost of unquantified measures will now be higher. Although the final selection of mobile source measures may differ from the control measures assessed in the Report, the cost of these control measures provide a reasonable projection of what the 2007 AQMP entails.

Since the release of the Draft Socioeconomic Report a review of the ozone simulations used in the attainment demonstrations for 2005 and 2023 revealed that the potential for exaggerated nighttime ozone projections existed in the relative response factor (RRF) calculation, which is the ratio of simulated ozone concentrations between a future year and 2005. Simulated ozone concentrations less than 30 parts per billion (ppb) were raised to 30 ppb (background level) to minimize the exaggerated nighttime ozone impact. The ozone health benefit analysis in the Report reflected the revised RRFs. Additionally, PM<sub>2.5</sub> health benefits for 2020 were slightly revised to reflect correct economic values associated with various health effects.

The three policy options analyzed in the Draft Report were not carried forward in this Report. The analysis of these three policy options provided useful information for the public forum on the discussion of the 2007 AQMP. Since the release of the Draft Report the discussion among agencies has progressed. The current District staff proposal calls for a combination of all three options. As such, re-analysis of Options 2 and 3 based on recent changes to the 2007 AQMP would not be meaningful.